

CLASSIFICATION ~~SECRET~~ ~~REPORT~~ ~~SECRET~~COUNTRY East Germany REPORTTOPIC 1. Army and Air Force Units at Wildpark-West (Potsdam)
2. Rail Shipments Observed at Wildpark Railroad StationEVALUATION PLACE OBTAINED 25X1DATE OF CONTENT 25X1DATE OBTAINED January 1955

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REFERENCES PAGES 4ENCLOSURES (NO. & TYPE)

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REMARKS This is UNEVALUATED Information

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Wildpark-West Kaserne

Between 1 December 1954 and 3 January 1955, it was not possible to obtain definite information on the occupation of the barracks installation some buildings of which had new numbers in addition to those numbers used during the former German occupation. Furthermore, it appeared that individual buildings were occupied by army and air force troops. The housing area was subdivided by fences. Small scale repair was being done in some buildings. Old barracks which had previously been vacant were being made ready for Soviet dependents and unmarried male and female civilians. New barracks were planned to be built for the same purpose. The following information is available on the individual units quartered in the barracks installation:

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a. Army Signal Unit

Chief of the unit was Lieutenant Colonel Zevakin (fnu) and the headquarters supply officer was Major Tarareyev (fnu) (phonetic spelling). The unit apparently furnished the sentries for the main gate. The strength of the unit and the individual buildings occupied by the unit could not be determined.

b. Army Signal Unit

This unit numbered 80 to 90 men. It was serviced by the Kech Ho in Werder, with Senior Lieutenant Atamanov (fnu) as chief. The unit did not permit German craftsmen to enter its quarters and whenever possible took care of its own construction and repair work. Captain (?) Borovik (fnu) belonged to the unit.

c. Motor Vehicle Repair Unit of the Army (?)

The presence of this unit became known when its supply officer Major Osetev (fnu) (phonetic spelling) appeared in a garage of the unit and asked questions in connection with a broken water pipe. A construction superintendent stated that the unit was charged with

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repair work on motor vehicles.

d. Air Force Unit

No definite information was available on the strength and unit commander, nor was it known which buildings were occupied by the unit.

e. Air Force Unit

This unit had moved into the barracks installation by mid-December 1954 allegedly coming from Leipzig. Chief of the unit was Lieutenant Colonel Strativnov (fnu) who was superior to Major Galkin (fnu) (officer in charge of a company ?) and Captain Gobulev (fnu) (officer in charge of a company ?). The strength and quarters of the unit were not yet known. It was planned that the unit would move into buildings which had been vacated by a transferred army signal unit under the command of Colonel Krutous (fnu). It was determined that Unit Strativnov had until now occupied only one of these buildings.

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2. Shipments Observed at Wildpark Railroad Station

1 December. The following railroad cars bound for Wiederitzsch near Leipzig were loaded at Wildpark railroad station: 14 boxcars with billeting equipment, 23 boxcars with troops, 4 flatcars with equipment, 6 trucks and 1 motorcycle. The EM wore blue-bordered black epaulets and some had engineer insignia. The train departed at 2120. The following information was obtained from fellow workers: During the loading operations at the railroad station on 1 December, a message arrived that a train from Wiederitzsch was to arrive at Wildpark railroad station and would be unloaded there. The officer in charge of the loading operations would not permit more than one shipment to be unloaded simultaneously. The announced train from Wiederitzsch finally arrived at about 2100 on 1 December. The officer escorting the train would not permit unloading operations to begin during the night because of the women and children on the train. Therefore, the train was shunted onto a side track. Individual soldiers with the shipment were seen in the area of the railroad station during the night and wore blue epaulets with air force insignia.

2 December. The afore-mentioned train was still on the side track at 0615. It was unloaded during the course of the day. The detained personnel allegedly included air force soldiers and dependents of officers. Billeting equipment and machines and tools required for road construction were also unloaded.

4 December. According to fellow workers, another shipment from Wiederitzsch, similar to the one observed on 1 December, arrived at Wildpark railroad station. The shipment allegedly carried an air force unit and was detained on the next day.

24 December. Fellow workers stated that the following shipment from Horka arrived at Wildpark railroad station at about 0400 and was unloaded at 1600:

20 flatcars with snow plows, rollers and tractors,
6 boxcars with billeting equipment,

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4 trucks [redacted] 25X1
 1 tank truck [redacted] 25X1
 1 repair-shop truck [redacted] with an escorting detail 25X1
 of air force soldiers.

28 December. The following shipment from Tutow arrived at Wildpark railroad station at 0130:

8 flatcars with sideracks loaded with construction equipment,
 8 tractors,
 9 truck trailers,
 2 boxcars with equipment,
 2 boxcars with air force soldiers,
 1 tank truck [redacted] 25X1
 7 trucks, [redacted] 25X1

1 January 1955. At 0815, a train of 43 flatcars with billeting equipment, construction implements, about 12 caterpillar tractors, 20 trucks, 4 boxcars with air force soldiers and 5 boxcars with equipment arrived at Wildpark railroad station, coming from Gross Döhlen Templin. The shipment proceeded toward Wildpark-West.

3. [redacted] a train of 20 boxcars, 22 flatcars loaded with 590 tons from Oranienburg moved to Wildpark on 8 December. 25X1
4. At about 0800 on 11 December, a train of 20 boxcars with air force soldiers and 18 flatcars loaded with airfield rollers, gasoline drums, cranes, generators, 2 tractors, tools and a large number of crates from Frankfurt/Oder arrived at Wildpark railroad station and was unloaded there. 25X1
5. On 27 December, a train of about 2 gondola cars, 2 boxcars and 27 flatcars proceeded from Demmin to Wildpark.
6. On 1 January, a train of 43 flatcars with equipment, about 20 trucks and 10 caterpillar tractors and about 9 boxcars passed through Satz Korn railroad station en route to Wildpark.

[redacted] Comment. No definite details are available on the occupation of the barracks installation in Wildpark-West. It is believed, however, that an army signal unit of the GSFG (paragraph 1a of the present report) was quartered there until the end of November 1954 and then transferred to the Hindenburg Kaserne in Leipzig on 1 December 1954. 25X1

[redacted] In addition to this unit, another signal unit, [redacted] was or is still quarters in Wildpark-West. It is believed that this unit is assigned to the two radar stations which are assumed to be located in the Werder area. This assumption is supported by the information that the unit is serviced by the air force Kech office in Werder, under the command of Senior Lieutenant Atamanov. The third unit, mentioned in paragraph 1c of the present report, has not been identified. It is doubted whether it is a motor vehicle repair unit. The air force unit mentioned in paragraph 1d of the present report has not been identified. The air force construction unit from the Hindenburg Kaserne in Leipzig transferred to Wildpark-West between 1 and 4 December 1954. [redacted] The following 25X1
 air force construction units also transferred to Wildpark-West:

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1 unit from Oranienburg on 8 December 1954,
 1 unit from outside the Soviet Zone of Germany on 11 December,
 1 unit from Rothenburg on 24 December,
 1 unit from Parchim on 24 December,
 1 unit from Gross Doelln on 1 January 1955.

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The purpose of the concentration of air force construction units has not been determined. It is possible that the concentration was effected for organizational reasons or, in connection with the arrival of a unit from outside the Soviet Zone of Germany, for the execution of unknown construction projects for the Hq Twenty-Fourth Air Army. For two sketches of the barracks installation at Wildpark-West, see Annexes 1 and 2.

~~Annex 1: Sketch marking Soviet military installations in Wildpark-West.~~

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~~Annex 2: Sketch of Wildpark-West Kaserne~~

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Annex 1

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Wildpark-West Near Potsdam

Legend:

- 1 Barracks installation at Wildpark-West
 - 2 Ammunition dump
 - 3 Military freight railroad station
 - 4 Fuel dump
 - 5 Command posts for training purposes with bunkers
 - 6 Target ranges
 - 7 Gun emplacements for training purposes
 - 8 Parking lot for motor vehicles of driving school
 - 9 Central Telephone Exchange
 - 10 Game keeper's office (Wildmeisterei)
 - 11 Game keeper's post (Wildwaerterei)
 - 12 Bavarian house
 - 13 Northern gate
 - 14 Southern gate
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- A Grosser Entenfaenger Mountain
 - B Kleiner Entenfaenger Mountain
 - C Keller Mountain
 - D Schaefererei Mountain

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Annex 2

~~- 2 -~~Wildpark-WestLegend:

- 1 Buildings formerly housing offices
- 2 Billets
- 3 Officers' club
- 4 Kitchens
- 5 Dispensary
- 6 Temporary buildings
- 7 Villas
- 8 Guardhouse
- 9 Formerly occupied by German Air Force headquarters
- 10 Central Telephone Exchange
- 11 Gymnasium
- 12 Garages
- 13 Observation tower
- 14 Landing field
- 15 Athletic field

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